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AN INVESTIGATION OF VARIOUS
TYPES OF ELECTRICAL
DISTRIBUTION SYSTEMS
FOR WARSHIPS

BY
RICHARD VERNON SMITH

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AN INVESTIGATION OF VARIOUS TYPES OF
ELECTRICAL DISTRIBUTION SYSTEMS
FOR WARSHIPS

by

RICHARD VERNON SMITH
Lieutenant, U.S. Navy

S.B., Harvard University
(1941)

SUBMITTED IN PARTIAL FULFILLMENT OF THE
REQUIREMENTS FOR THE DEGREE OF
NAVAL ENGINEER

at the

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
(1950)

Cambridge, Massachusetts
May 19, 1950

Professor J. S. Newell
Secretary of the Faculty
Massachusetts Institute of Technology
Cambridge, Massachusetts

Dear Sir:

In accordance with the requirements for the degree of Naval Engineer, a thesis entitled "An Investigation of Various Types of Electrical Distribution Systems for Warships" is herewith submitted.

Respectfully,

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I. Summary

The radial system of electric power distribution currently used in warships has proved highly reliable. However a discontinuity of power is introduced whenever a load is shifted from one source of power to another. This usually occurs in after battle damage when a discontinuity of fire power and other vital services can least be supported.

This thesis considers two possible substitutes for the radial, split-plant system: distribution by a network; distribution by a radial system in which the alternate feeders to the loads most requiring continuity are tied to a common bus at the load. In the latter plan, inverse power relays are provided at either end of the feeders to retain the load control feature of the radial system (the ability to disconnect any load from any switchboard by a circuit breaker at the board.)

To determine the features of a network system to be expected in a shipboard application, the network analyzer was used to make an actual layout. Normal operation, damaged operation and short circuit conditions were all studied. The best arrangement of generator feeders was investigated under all of these conditions. The findings are summarized in the paragraphs that follow.

The current loading of cable in a network is aided by delivering power to various parts of the network in proportion

to the power needs of that part. This goal is facilitated when generators can be placed in areas where the heaviest loads exist. Division of power among the various feeders emanating from a generator must also be proper to attain this objective. Increasing the impedance of feeders carrying excess current by means of a reactor was found to be better than decreasing the impedance of feeders carrying a deficiency of current.

Selective operation of limiters in a network, even after damage, requires at least two feeders from different generators to each end of the network. Reactors, which aid in arranging cable loading, also aid in current distribution under short circuit.

Load control is difficult to arrange in a network system. The need for load control can be avoided if the generators are large enough relative to the total load.

Continuity can be attained in a radial system for the loads most requiring it by tying their feeders to a bus at the load and providing inverse power relays on these feeders.

The best method, presently feasible, of obtaining improved continuity of power is to connect the load and its feeders to a common bus at the load and to provide inverse power relays at either end of the feeders.

Network distribution still remains a possibility for future when it has been worked out in all details.

to the power needs of that part. This goal is facilitated when generators can be placed in areas where the load is heavy. Division of power among the various leaders emanating from a generator must also be proper to attain this objective. Increasing the frequency of leader activity and excessive current by means of a leader was found to be better than decreasing the frequency of leader activity a deficiency of current.

Reliable operation of lines in a network, even after damage, requires at least two leaders from different generators in each end of the network. Leaders, which aid in maintaining cable loading, also aid in current distribution under most circumstances.

Load control is difficult to arrange in a network system. The need for load control can be avoided if the generators are large enough relative to the total load. Reliability can be attained in a radial system for the loads were supplied by by tying their leaders to a bus at the load and providing inverse power relays on these leaders. The best method, presently feasible, of obtaining improved reliability of power is to connect the load and its leaders to a common bus at the load and to provide inverse power relays at station end of the leaders. Network distribution still remains a possibility for future when it has been worked out in all details.

II Introduction

Although the distribution of electric power in warships has been perfected to a high degree of reliability, the matter of continuity of power has not been so readily dealt with. For this reason both the British and the Americans have given serious consideration or actual trial to systems other than the radial, split-plant system now standardized in our warships. The hope has never died that one of these schemes of power distribution could be perfected to the point of equal reliability and improved continuity as compared with radial distribution.

Standard practice in the American Navy requires two or three separate cables for each vital load and one cable for each non-vital load center. Each of these cables comes to a given load center from a different generator and serves as an alternate source of power. The result is that the many feeders required run in large groups through fore and aft cableways while alternate paths are kept independant by running the various feeders to any one load in different cableways, physically remote from each other. Since no two generators may be run in parallel, a selective device must be placed at the load which will automatically or manually shift from a cable on which power has failed to another which may yet be intact. This introduces a discontinuity, usually under battle conditions when it can least well be supported. The problem is therefore to provide in some acceptable manner

parallel sources of power at each load. In that way the loss of one source will not interrupt the power to vital equipment.

Both American and British experience with parallel operation of generators has been blighted with maloperation of protective devices. It can be expected, nevertheless, that this objection will be short lived. Especial hope is offered with the prospects of adapting the current limiter (high capacity fuse) to Naval use. Commercial power companies have long used current limiters throughout their networks with singular success. The simplicity of fuse construction precludes improper operation, and experience has born out this conclusion. It is therefore quite understandable that the Navy Department has kept up its interest in the possibility of parallel operation of power sources, even in the face of previous discouraging results.

The system of power distribution most frequently proposed as a substitute for the present radial, split-plant system is the network system. Networks have been the standard method of power distribution ashore for many years and have proved fully reliable. In order to evaluate the possibilities of such a system, the network analyser was employed to study the problems peculiar to shipboard. It is the results of this study which are presented here in this thesis.

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operation of generators has been obtained with cooperation
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that this objection will be short lived. Special steps are
being taken with the progress of making the present limits
(high capacity limit) to 1000 MW. Commercial power com-
panies have been using limited limits throughout their
networks with similar success. The simplicity of load
connection provides symmetrical operation, and experience
has shown that this assumption. It is therefore quite under-
standable that the Navy Department has kept up its interest
in the possibility of parallel operation on power systems,
even in the face of previous discouraging results.

The system of power distribution used frequently two-
point as a substitute for the present radial, split-point
system is the network system. Networks have been the stan-
dard method of power distribution where low cost power and
have become fairly reliable. In order to maintain the possi-
bilities of such a system, the network engineers are required
to study the problems involved in such a system. It is the
purpose of this study which are presented here to this study.

The idea of using networks on ships is not a new one, and several sound conclusions have already been reached. It is generally agreed by those who have studied the problem that there is a definite improvement of continuity over that of the radial system. It has also been found that more weight is required. In smaller ships it was felt that the emergency generators were too small to be tied in to the network so that a separate distribution system for these generators would be required. The systems described in this paper were specifically designed to minimize the first of these objections and to eliminate the second.

Several axioms for shipboard networks have been passed down from previous studies and were accepted as definite criteria. All of these are aimed at providing selectivity in the case of short circuit. It will shortly be seen that this requires that all limiters in the network be of the same size (except those to the loads and sources) which in turn requires that all cable be of the same size. This was taken the first axiom.

If a fault occurs in the middle of a cable, the limiters at either end of the cable leading to the junction should open. In order that the proper limiter burn out before any other, it is considered necessary that its current be at least one and a half times larger than that of any other. To obtain this objective it has been found necessary to provide at least four cables at each junction. This means

The idea of using networks for this is not a new one, and several sound considerations have already been mentioned. It is generally agreed by those who have studied the problem that there is a definite improvement in communication over that of the serial system. It has also been found that some waiting is required. In earlier times it was felt that the waiting time would not be too great, but it is now known that a separate allocation agency for each processor would be required. The system described in this paper was specifically designed to minimize the time of these allocations and to eliminate the waiting.

Several studies for different networks have been carried out from previous studies and were reported as follows: (1) All of these are aimed at providing satisfactory results in the case of short delays. It will probably be seen that this requires that all delays in the network be of the same order (except those to the input and output) which is not realistic. It will also be seen that this requires that all delays be of the same order. This was the first study.

If a delay occurs in the middle of a cable, the delay at either end of the cable leading to the junction should be open. It is clear that the delay is not the same at all other, it is completely necessary that the delay be of the same order and a well known fact that the delay is of the same order. To obtain this delay it is now found necessary to provide at least four cables at each junction. This means

that while fault current is flowing out of the junction into the damaged cable, it is flowing into the junction through at least three other lines. This division of current generally results in at least one and a half times as much amperage in the faulted line, thus providing selective operation of the fuses. The same results may be obtained when there are only three cables at a junction, but a rather small inequality in the division of current between the two which are feeding into the junction will result in the larger being too near in magnitude to that of the faulted cable.

Previous practice has always been not to require that diesel generators be suitable for paralleling with the turbo-generators or with each other. To make paralleling possible, suitable damping windings and possibly a flywheel must be added. However when it is considered that the entire emergency distribution system can be eliminated, the extra cost and weight are more acceptable.

Another less obvious difficulty arises when several generators are tied in to the same network. As long as operation is normal, the load may be divided among generators in proportion to their size; but damage may remove some of the generators from service, leaving too large a load for the remaining units. In the case studied in this thesis, each main generator is large enough to carry the entire load of the ship. The emergency diesel generators, however, are each

that while these elements are flowing out of the junction into the bearing cables, it is fitted into the junction through at least three other lines. This division of current generally results in at least one and a half times as much impedance in the bearing cables, than resulting solely from action of the lower. The same bearing may be subjected when there are only three cables at a junction, with a bearing small inequality in the division of current between the two which are feeding into the junction will result in the larger being too near in impedance to that of the limited cable.

Further practice has always been used to require that direct connection be established for bearing with the bearing elements or with each other. To make parallel bearing cables, cable bearing elements and possibly a physical may be used. However when it is considered that the cable bearing distribution system can be eliminated, the time cost and weight are more negligible.

Another loss of current is often seen when several generators are tied in to the same network. As long as operation is normal, the loss may be divided among generators in proportion to their size; but when one generator is the generator from another, leaving the latter a load for the remaining units. In the case of this model, each unit generator is larger enough to carry the entire load of the ship. The emergency diesel generators, however, are each

capable of carrying only one quarter this amount. In the radial system, it is possible to limit the number of loads carried by any generator and to select among the various connected loads simply by open-circuiting the feeders to undesired loads. Obviously some such control of loading must be used to permit the diesel generators to feed into the network.

Several methods of paralleling generators are possible which do not give up control over the number of loads which must be fed. The simplest is to use bus ties between the generator boards and employ radial distribution. However this improves continuity only in the case of a generator failure. The load still must be shifted from one radial feeder to another whenever power fails on the feeder in use.

The second method would parallel the generators at the loads instead of at the switchboards. This requires radial distribution and the various cables to any given load are tied together in a junction at the load. In order to disconnect any load from the system, each of the radial feeders to it must be opened at each of the individual boards. To make it possible to control the loading of a generator from its own board alone, inverse power relays would have to be placed on the feeders whenever more than one is run to a single load. If this were not done, power could flow out any feeder in use to a load junction, thence to other boards and to any load these other boards might be feeding. Inverse power relays would prevent power flow in the inverse direction

method of carrying out the work of the radial system. In the radial system, it is possible to divide the number of loads carried by each generator and to adjust them to the various connected loads simply by open-circuiting the loads by means of switches. This is a very simple method of adjusting the load. It is also possible to use the radial system to carry out the work of the radial system.

Several methods of carrying out the work of the radial system are possible. The first method is to give up the number of loads which must be fed. The second method is to use the radial system to carry out the work of the radial system. The third method is to use the radial system to carry out the work of the radial system. The fourth method is to use the radial system to carry out the work of the radial system. The fifth method is to use the radial system to carry out the work of the radial system. The sixth method is to use the radial system to carry out the work of the radial system. The seventh method is to use the radial system to carry out the work of the radial system. The eighth method is to use the radial system to carry out the work of the radial system. The ninth method is to use the radial system to carry out the work of the radial system. The tenth method is to use the radial system to carry out the work of the radial system.

(toward the generator) in the various feeders and would in that way make only one path available from a given generator to a given load. This path could then be opened or closed at the switchboard of the generator in question giving complete control locally of the loads to be supplied. The objection to this is the large number of relays required and the consequences of a sticky relay.

A third plan to control the loading of a generator would provide relays on non-vital loads which would operate when a high frequency signal was injected into the distribution system. This would not necessarily be intricately designed to give individual control over each non-vital load but would at least permit unloading the excess power requirements in time of need. This plan has much to commend it: false signals are rather easily prevented and a sticking relay will not defeat the system. Furthermore it is equally applicable to radial and to network distribution.

With network distribution, the choice of methods for load control is somewhat more limited. A network may be made divisible into sections which can be dropped from the system or fed independently of other sections. An emergency distribution system of radial type may second the network. In the work which follows, a combination of both was used.

(toward the receiver) in the various sections and would in that way make up the total resistance from a given resistor to a given load. This would make it possible to adjust at the will of the operator in relation to the value of the plate current locally of the load to be adjusted. The objection to this is the large number of relays required and the consequent cost of a relay relay.

A third plan to control the loading of a generator would provide relays on non-vital loads which would operate when a high frequency signal was injected into the distribution system. This would not necessarily be injectors designed to give individual control over each non-vital load but would at least permit adjusting the various power requirements in time of need. This plan has been suggested in the literature and is rather easily protected and a relay relay will not leave the system. Furthermore it is equally applicable to radial and to network distribution.

With network distribution, the number of relays for load control is somewhat more limited. A network may be made distributive into sections which can be dropped from the system on the independence of other sections. In emergency distribution system of radial type and section the network in the network which follows, a distribution of load may be made.

III Procedure

The attack followed by this thesis may be divided into three parts: laying out a suitable network for study, setting up the network on the network analyzer, and refining the layout in accordance with the information obtained from the analyzer. This section of the thesis will follow through the details of these steps.

Because of the limits imposed by time and the size of the analyzer, it was necessary to design for a fairly small ship. To keep the design practical it was decided to design for a ship already in existence. Complete information on the electrical system on the 692 class destroyers was available, making this a natural choice. Before long it was discovered that even for this limited design all but a few elements on the analyzer were required to make the network. The conclusions, however, are applicable to shipboard networks of any size.

The geometry of a ship gives a characteristic shape to its electrical distribution system. Long fore-and-aft runs of cable with short runs in other directions are naturally to be expected. The first decision was therefore the number of longitudinal cables to use. This can not usefully be more than the number of locations in the cross-section which can be considered sufficiently remote from each other so to prevent damage to more than one location from a single hit. The number of such locations was judged to be three on a

The above following by this means may be divided into three parts: laying out a suitable network for study, setting up the network on the computer system, and obtaining the layout in accordance with the information obtained from the computer. This section of the thesis will follow through the details of these steps.

Because of the limits imposed by time and the size of the computer, it was necessary to design for a fairly small ship. To keep the design practical it was decided to design for a ship already in existence. Complete information on the electrical system on the ship class destroyers was available, making this a natural choice. Before long it was discovered that even for this limited design all but a few elements on the computer were required to make the network. The conclusions, however, are applicable to any other type of ship.

The concept of a ship gives a considerable scope to the electrical distribution system. Long time-and-ship were of course with limits in some situations and naturally to be expanded. The first decision was therefore the number of longitudinal cables to use. This was not initially to have been the number of locations in the cross-section which can be considered sufficiently remote from each other so as to prevent damage to more than one location from a single hit. The number of such locations was judged to be three on a

destroyer. Previous studies of destroyer network systems have used four longitudinal runs without increase in weight over three, but it was felt that a study involving only three fore-and-aft members was the most suitable for the size of the analyzer. No lack of generality in the conclusions resulted from this. The locations chosen for the longitudinal cable are shown in Figure 1.

The next detail to be fixed was the number and location of the athwartship cables. In order to provide multiple paths to vital equipment, it is necessary to have a node in the network located at the equipment. The nodes are made by connecting each of the three longitudinal runs of cable to each other in the athwartship plane. This follows the axiom that at least four fuses (other than load fuses) must be found at each node. The number of places at which athwartship ties were made (appearing as triangles in Figure 1) was determined solely by the number of vital loads to be supplied.

The next step was to enter the cable lengths and wattages required by the system. Load sizes were taken from the operating loads given in Bureau of Ships plan number DD692-S6202-301 Alt. 3 entitled Preliminary Power Analysis. Cable lengths were estimated from the geometry of the ship. The vertical, horizontal and athwartship distances between the ends of the cable were added plus an allowance of ten feet which might be required at the ends; this sum was then

destroyer. Previous studies of destroyer command systems have used long independent runs without increases in weight over time, but it was felt that a study involving only these low-and-slow-and-steady runs was not suitable for the size of the workshop. The lack of consistency in the exercise results from this. The following system for the longitudinal cable was shown in Figure 1.

The next detail to be fixed was the number and location of the processing cables. In order to provide multiple paths to visual equipment, it is necessary to have a cable the network located at the equipment. The network was made by connecting each of the three longitudinal runs of cable to each other in the appropriate places. This follows the extent that at least four times (about three feet) must be found at each node. The number of nodes at which the network was made (expressed as explained in Figure 1) was determined solely by the number of visual loads to be

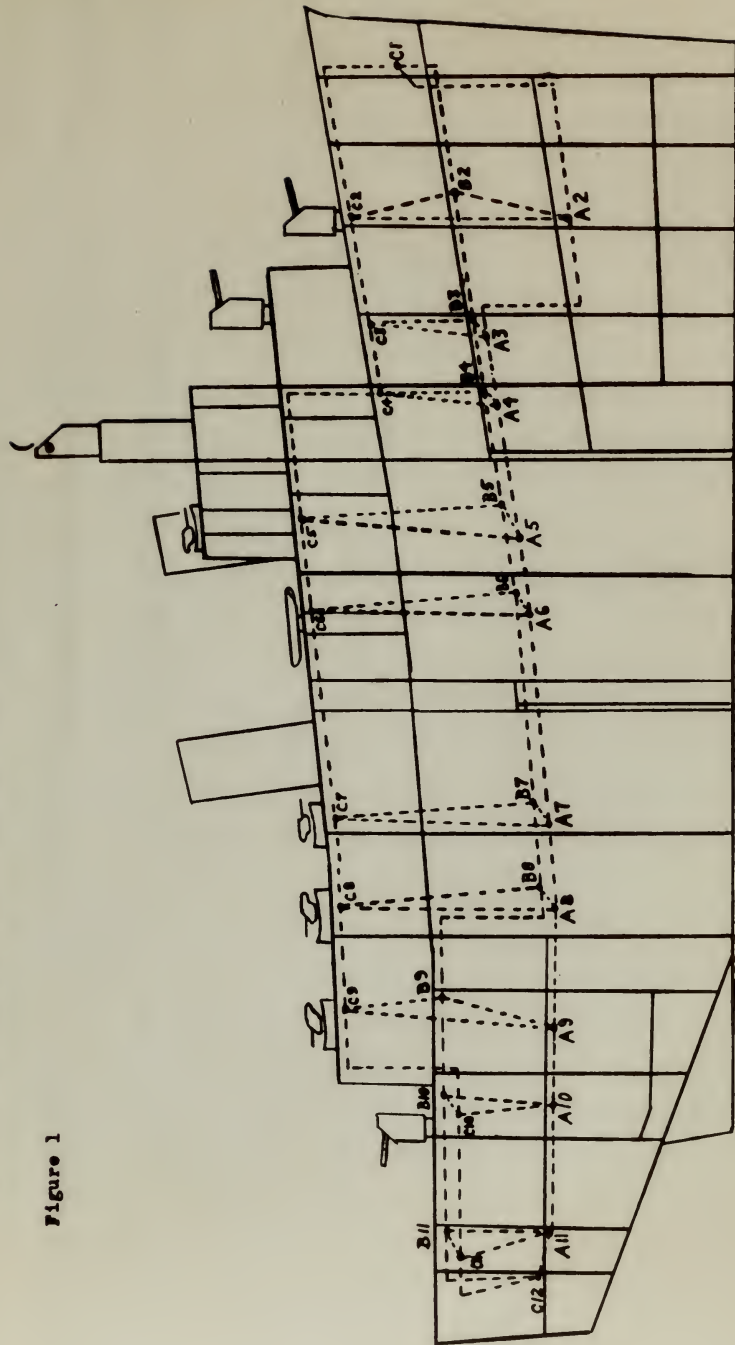
supplied.

The next step was to order the cable lengths and weights required by the system. Load sizes were taken from the system size loads given in Figure 2. This plan number 1005-2000-101-11. A detailed preliminary tower analysis, cable lengths were estimated from the geometry of the ship. The vertical, horizontal and diagonal distances between the ends of the cable were added plus an allowance of feet load which could be required at the ends of the cable and the

Network for 692 Class Destroyer

Diagramatic Elevation of Network without Feeders

Figure 1



increased by ten percent to allow for slack and obstructions. Both the calculated lengths and the power requirements are displayed in Figure 2.

The cable size necessary was estimated as THFA 250 with a larger for the generator feeders. Impedances were then easily found and the analyzer was set up in a routine manner. Generator feeders were not included at first as their exact location was to be investigated with the analyzer. The bases chosen for a per unit representation of the designed system and the board analogue were as follows:

| | <u>System base</u> | <u>Board Base</u> | <u>Ratio, System to Board</u> |
|--------------|--------------------|-------------------|-------------------------------|
| Voltage | 450 v. | 125 v. | 3.6 to 1 |
| Current | 2800 a. | 1 a. | 2800 to 1 |
| Impedance | .16 ohms | 125 ohms | 1 to 780 |
| Vector power | 1250 KVA | 125 VA | 10 to 1 |

Transient reactance, when required, was taken as .17 per unit. The power factors of individual loads was not available so an average power factor for inductive loads was calculated by assuming an overall power factor of .80 and unity power factor for heating and lighting loads. This gave an average value of .73 for inductive loads.

Three generation plans were tried as the investigation proceeded. In Generation Plan #1 each main generator was given two feeders to local points and one to a remote point; in Generation Plan #2 each main generator was given feeders to one local point and two remote points; Generation Plan #3

included by the amount to allow for slack and variations.
Both the estimated losses and the power requirements are
displayed in Figure 1.

The main size necessary was estimated as 250 with
a larger for the generator leaders. Impedances were then
easily found and the analyzer was set up in a position where
generator leaders were not included at first as their exact
location was to be investigated with the analyzer. The
pass chosen for a test was the representation of the designed
system and the load impedance was as follows:

| System Data | Load Data | Ratio, System to Load |
|----------------------------|------------------|-----------------------|
| Voltage 450 v. | 450 v. | 1 to 1 |
| Current 2500 a. | 1 a. | 2500 to 1 |
| Impedance 10 ohms 125 ohms | 10 ohms 125 ohms | 1 to 100 |
| Vector Power 1250 VA | 125 VA | 10 to 1 |

Transient resistance, when required, was taken as .17 per
unit. The power factors of individual loads was not avail-
able so an average power factor for inductive loads was
calculated by assuming an overall power factor of .80 and
unity power factor for heating and lighting loads. This
gave an average value of .75 for inductive loads.

Three generation plans were tried as the investigation
proceeded. In generation plan #1 each main generator was
given two leaders to local points and one to a remote point;
in generation plan #2 each main generator was given leaders
to one local point and two remote points; generation plan #3

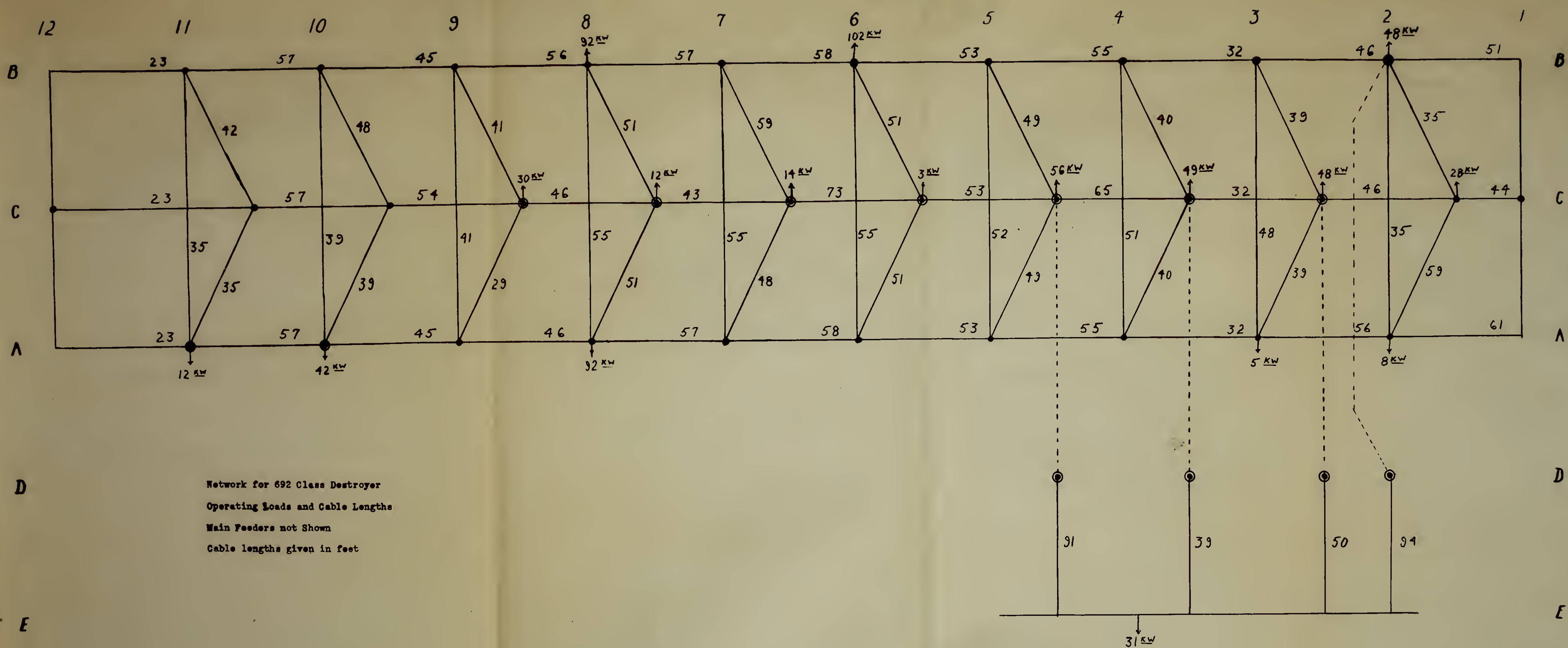
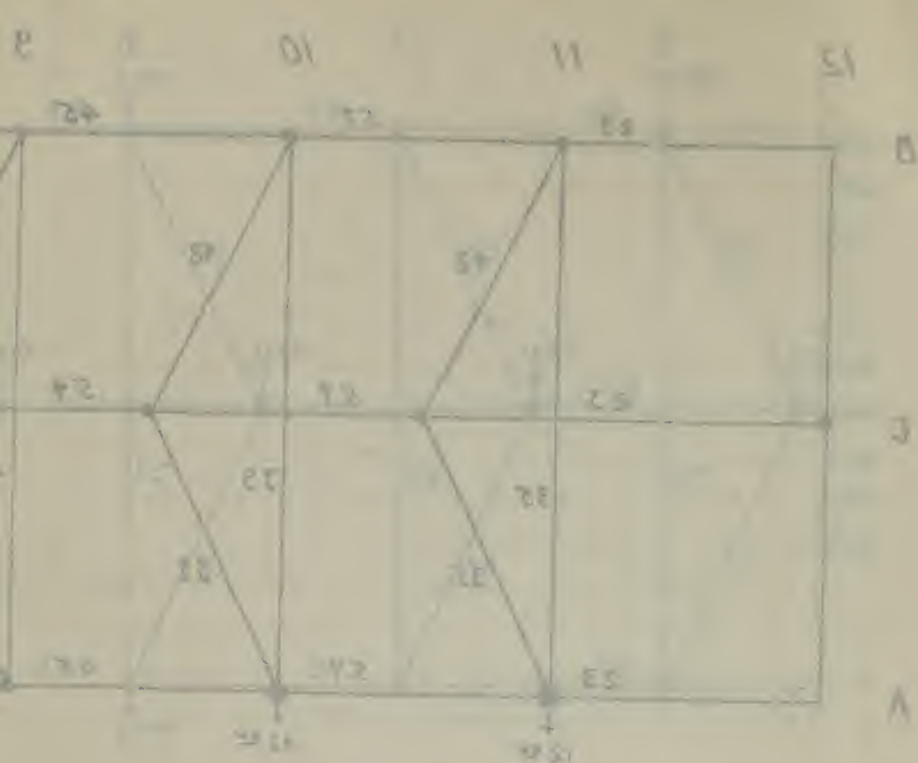


Figure 2



The diagram shows a structural analysis of a truss system. The nodes are labeled A, B, C, and D. The members and their values are as follows:

The diagram shows a structural analysis of a truss system. The nodes are labeled A, B, C, and D. The members and their values are as follows:

differed from Generation Plan #2 by the addition of a reactor in the heaviest loaded feeder of each main generator.

In all three generation plans the two diesel generators were fed into the forward diesel generator switchboard and the after diesel generator board was eliminated. This arrangement followed after some preliminary studies which showed that the forward diesel generator would be overloaded and the after one underloaded. Placing both of these generators forward put them in the area of greatest electrical load which was a definite advantage.

Distribution from the forward diesel generator switchboard was accomplished by four feeders joining the network at points of vital loading (Mount 51, Mount 52, I.C. Room, Radio-Radar.) By a simple arrangement it is then possible to have a breaker which will disconnect both the feeder and the vital load from the network leaving the feeder and the load connected to each other. However these breakers would render standby service only. Their operation may be manual or automatic on inverse power flow.

The normal method of protecting the diesel generators would be by means of inverse power relays which would segregate the forward part of the network from the after part. These relays would be located two between nodes A5 and A6, well separated physically, two similarly between nodes B5 and B6, and two between nodes C5 and C6. With this series-parallel combination the failure of any one relay to open or

derived from Generation Plan 22 by the addition of a reactor in the heaviest loaded feeder of each main generator.

In all three connection plans the two diesel generators

were fed into the forward diesel generator switchboard and

the after diesel generator board was eliminated. This

arrangement followed after some preliminary studies which

showed that the forward diesel generator would be overloaded

and the after one underloaded. Feeding both of these gener-

ators forward put them in the area of greatest electrical

load which was a definite advantage.

Distribution from the forward diesel generator switch-

board was accomplished by four feeders joining the network

at points of vital loading (Mount 21, Mount 22, I.C. Room,

Radio-Radar.) By a simple arrangement it is then possible

to have a breaker which will disconnect both the feeder and the

vital load from the network leaving the feeder and the

load connected to each other. However these breakers would

render standby service only. Their operation may be manual

or automatic on inverse power flow.

The normal method of protecting the diesel generators

would be by means of inverse power relays which would sepa-

rate the forward part of the network from the after part.

There relays would be located two between nodes A2 and A3,

well separated physically, two similarly between nodes B2

and B3, and two between nodes C2 and C3. With this series-

parallel combination the failure of any one relay to open or

shut would not interrupt the correct operation of the system as a whole. The most vital loads on the ship are fed from this forward section of the network, the important exceptions being the steering gear and the after 5" mount. If the ship is reduced to such a state of emergency that both main generators are out of commission, steering may well be done by hand power if required at all. However sufficient capacity remains in the diesel generators to run a feeder direct to the steering gear. Such a feeder would not tie in to the network but would permit switching the steering gear panel from the network to the emergency feeder. As for the after 5" mount, it should be noted that the capacity of the diesel generators is only sufficient to carry two of the main mounts. The present arrangement actually in use permits selection of either Mount 51 or Mount 52; the system considered in this thesis could also provide selection between Mount 53 and Mount 52 with the feeder to Mount 53 arranged similarly to that proposed for the steering gear. In any case these emergency feeders would not affect the operation of the network and were not included in any of the work done on the analyzer.

When the method of generation had been selected for a run and properly introduced into the analyzer set-up, it was then necessary to establish the boundary conditions. In each case not involving short circuits, one main generator was held slack on active power and at the rated voltage of

that would not interrupt the correct operation of the system as a whole. The most vital factor in the ship was the engine. This forward section of the network, the important mechanism being the steering gear and the other 5" mount. If the ship is reduced to such a state of emergency that both main generators are out of commission, steering will be done by hand power if possible at all. However, without assistance remains in the diesel generators to run a leader direct to the steering gear. Such a leader would not tie in to the network and would remain within the steering gear panel from the network to the emergency leader. As for the other 5" mount, it should be noted that the capacity of the diesel generators is only sufficient to carry two of the main mounts. The present arrangement actually is not possible in this system. Mount 51 or Mount 52; the system considered in this thesis could also provide selection between Mount 53 and Mount 54 with the leader to Mount 53 arranged similarly to that proposed for the steering gear. In any case these emergency leaders would not affect the operation of the network and were not included in any of the work done on the analyzer.

When the method of conversion has been selected for a run and properly introduced into the analyzer system, it was then necessary to establish the boundary conditions. It was not necessary to involve much circuitry, one main generator was held back on active power and of the rated voltage of

the system (125 volts on the analyzer corresponding to 450 volts in the actual system.) The active and reactive power on the other generators were so set as to divide them among the generators in proportion to their ratings. The generators were assumed to be of the same size as those in use in the 692 class destroyer, namely:

Turbo-generators 400 KW each

Diesel generators 100 KW each

Each generator is capable of supporting a 25% overload for two hours and a 50% overload for five minutes.

Runs simulating short-circuit conditions were made by replacing each generator by its transient impedance. Using a method of superposition, voltage was impressed on the system at the location of the short-circuit. The resultant currents flow in the reverse direction of the actual currents under short circuit but nearly equal them in magnitude. The exact short circuit currents may be obtained by superimposing the vector values obtained by the above short circuit method upon the vector currents without short circuit. The latter are small compared to the short-circuit currents so that the values obtained by the approximate method just described may be taken as correct.

the speaker (125 volts on the analyzer corresponding to 125 volts in the actual speaker). The active and reactive power on the three generators were set as to divide them among the generators in proportion to their ratings. The generators were assumed to be of the same size as those in use in the 625 class generator, namely:

Two- generator 100 KW each

Local generator 100 KW each

Each generator is capable of supplying a 5% overload for two hours and a 20% overload for five minutes.

When simulating short-circuit conditions were made by replacing each generator by its transient impedance. This a method of approximation, voltage was increased on the system at the location of the short-circuit. The resultant currents flow in the various direction of the actual currents under short circuits was nearly equal in magnitude. The exact short circuit currents may be obtained by superimposing the vector values obtained by the above short circuit method upon the vector currents without short circuit. The latter are easily computed by the short-circuit currents as that the values obtained by the approximate method just described may be taken as correct.

IV Results

After some preliminary trials on the network analyzer, Generation Plan #1 was chosen for the first complete analysis of the network. The results are presented in Figure 3. The points of heaviest current flow are seen to be the fore-and-aft lines just forward of the forward generator (A5 to A6, B5 to B6, C5 to C6) and just aft of the after generator (A8 to A9, B8 to B9, C8 to C9.) Also heavily loaded are the athwartship cables at each main generator (A6 to B6, B6 to C6, C6 to A6, similarly triangle 8.)

Damage to any of the athwartship cables still leaves a large number of other such cables over which the current flow can distribute itself; damage to any longitudinal cable sharply reduces the number of available cables to maintain the current flow in the fore-and-aft direction. The analyzer showed that with two cables damaged the current in the third would be:

| <u>In use</u> | <u>Open</u> | <u>Current</u> |
|---------------|--------------------|----------------|
| A5 to A6 | B5 to B6, C5 to C6 | 126 amps |
| B5 to B6 | C5 to C6, A5 to A6 | 154 amps |
| C5 to C6 | A5 to A6, B5 to B6 | 152 amps |

The effect of damage to the diesel generators was next studied. Figure 4 presents the current flow when these generators are not operating and each main generator carries half of the total load. Again consideration was made of damaged longitudinal runs of cable with the following results:

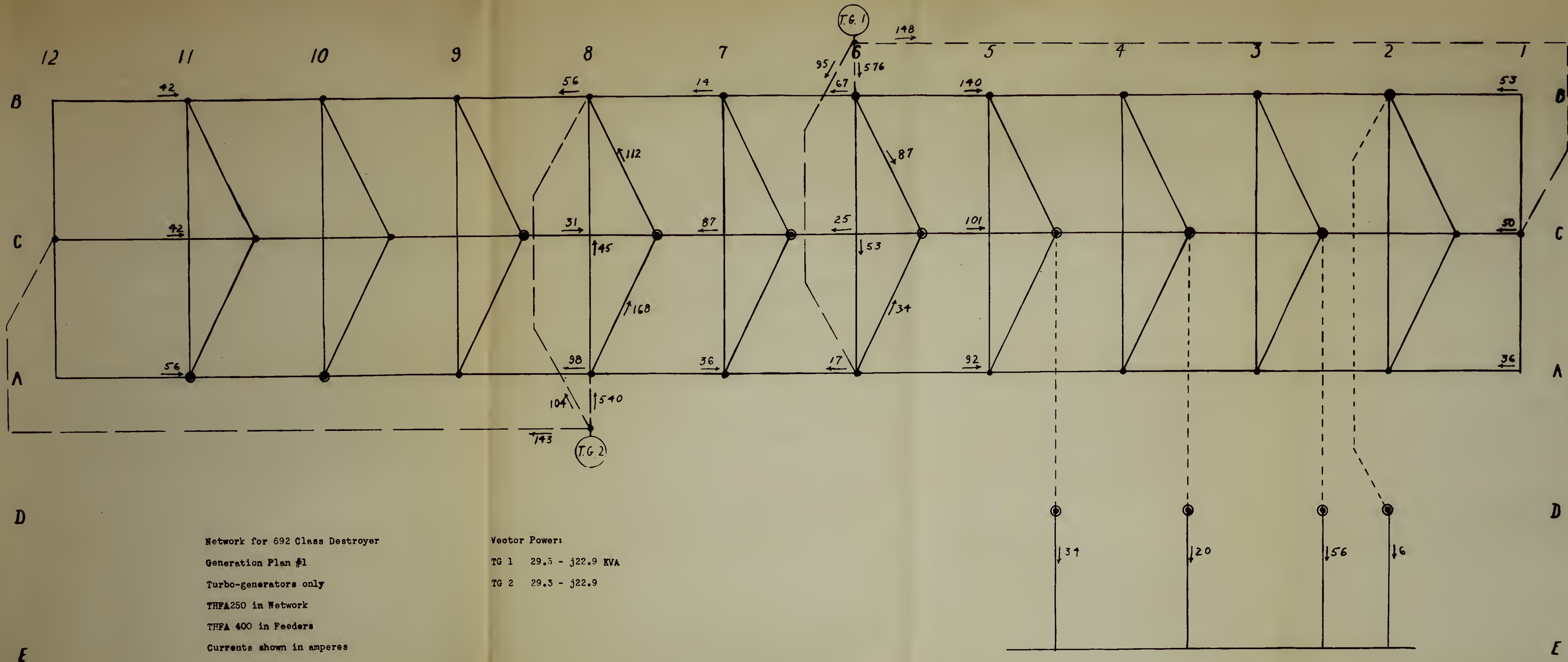


Figure 4



1. The frame is braced with diagonal members in each bay. The bracing pattern is as follows: Bay 1 (leftmost) has a diagonal from the top-left corner to the bottom-right corner. Bay 2 has a diagonal from the top-right corner to the bottom-left corner. Bay 3 has a diagonal from the top-left corner to the bottom-right corner. Bay 4 (rightmost) has a diagonal from the top-right corner to the bottom-left corner. The frame is also braced with horizontal members at the top and bottom, and vertical members at the corners. The bracing members are labeled with numbers: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

| <u>A5 to A6</u> | <u>B5 to B6</u> | <u>C5 to C6</u> |
|-----------------|-----------------|-----------------|
| open | 171 amps | 129 amps |
| 140 amps | open | 143 |
| 123 | 168 | open |
| 194 | open | open |
| open | 221 | open |
| open | open | 196 |

| <u>A8 to A9</u> | <u>B8 to B9</u> | <u>C8 to C9</u> | <u>TG2 to C12</u> |
|-----------------|-----------------|-----------------|-------------------|
| 105 amps | open | open | 157 amps |
| open | 92½ amps | open | 179 |
| open | open | 134 amps | 134 |

The final study made on Generation Plan #1 was to consider the operation of one turbo-generator only. Figure 5 shows the currents resulting from the operation of Turbo-generator #1. The cables loadings are found to be so great as to approach closely the cable capacity in several places. In these cases any damage to parallel lines would throw an overload on the lines now so close to their limit.

The current distributions obtained in figures three to five show clearly that insufficient power is being fed into the ends of the network. The result is that the cables near the center are loaded to capacity while those at the end are carrying only a fraction of their maximum. When the lines feeding to the ends of the network were each

| | | | | | |
|------------|------|------------|------|------------|------|
| 125 to 130 | open | 125 to 130 | open | 125 to 130 | open |
| 110 to 115 | open | 110 to 115 | open | 110 to 115 | open |
| 105 to 110 | open | 105 to 110 | open | 105 to 110 | open |
| 100 to 105 | open | 100 to 105 | open | 100 to 105 | open |
| 95 to 100 | open | 95 to 100 | open | 95 to 100 | open |
| 90 to 95 | open | 90 to 95 | open | 90 to 95 | open |
| 85 to 90 | open | 85 to 90 | open | 85 to 90 | open |
| 80 to 85 | open | 80 to 85 | open | 80 to 85 | open |
| 75 to 80 | open | 75 to 80 | open | 75 to 80 | open |
| 70 to 75 | open | 70 to 75 | open | 70 to 75 | open |
| 65 to 70 | open | 65 to 70 | open | 65 to 70 | open |
| 60 to 65 | open | 60 to 65 | open | 60 to 65 | open |
| 55 to 60 | open | 55 to 60 | open | 55 to 60 | open |
| 50 to 55 | open | 50 to 55 | open | 50 to 55 | open |
| 45 to 50 | open | 45 to 50 | open | 45 to 50 | open |
| 40 to 45 | open | 40 to 45 | open | 40 to 45 | open |
| 35 to 40 | open | 35 to 40 | open | 35 to 40 | open |
| 30 to 35 | open | 30 to 35 | open | 30 to 35 | open |
| 25 to 30 | open | 25 to 30 | open | 25 to 30 | open |
| 20 to 25 | open | 20 to 25 | open | 20 to 25 | open |
| 15 to 20 | open | 15 to 20 | open | 15 to 20 | open |
| 10 to 15 | open | 10 to 15 | open | 10 to 15 | open |
| 5 to 10 | open | 5 to 10 | open | 5 to 10 | open |
| 0 to 5 | open | 0 to 5 | open | 0 to 5 | open |

The final study made on Generator Plan 41 was to consider the operation of one turbo-generator only. Figure 2 shows the average resulting from the operation of Turbo-generator 41. The cable loadings are found to be no great as to approach closely the cable capacity in several places. In these cases no damage to parallel lines would throw an overload on the lines now so close to their limit.

The current distributions obtained in Figure 3 were to five show clearly that inductive power is being fed into the ends of the network. The result is that the cables near the center are loaded to capacity while those at the end are carrying only a fraction of their maximum. When the lines leading to the ends of the network were seen

paralleled by another of the same size, no significant improvement was found. It was also found that the feeder from TG#1 to A6 and the feeder from TG#2 to B8 were of no importance to the current distribution. Short circuit studies indicated the same need for feeder rearrangement.

With the above facts in mind, a new generation plan was tried which proved to be unsuccessful in selective operation under short circuit. This plan is presented in Figure 6. Although the lines to the shorted node carry in each case the greatest current, it is not one and a half times greater than the currents in other lines. The result would be the opening of the limiters shown on Figure 6 (A8 to A9, B8 to B9, C8 to C9, B9 to C9, C9 to C10.) This would sever the after end of the network off; still further modification was needed.

In another attempt to divide the currents more equally among the generator feeders, reactors were introduced in the lines TG#1 to B6 and TG#2 to A8. The results are shown in Figures 7, 8 and 9. In Figure 7 the main generator feeder containing the reactor continues to carry the largest part of the current but most of this goes to the large engine room loads at B6 and A8. The longitudinal lines are carrying somewhat less current in the central parts of the network. The improvement made by this arrangement is most pronounced in the short circuit runs presented in Figure 8 and Figure 9. Here the network is effectively selective, and only the lines leading into the shorted node will be opened at the limiters shown in the figures.

paralleled by another of the same size, no significant improvement was found. It was also found that the factor from 101 to 40 and the factor from 102 to 40 were of no importance to the current distribution. About circuit studies indicated the same need for factor improvement. With the above facts in mind, a new generation plan

was tried which proved to be successful in selective operation under about circuit. This plan is presented in Figure 6. Although the lines to the shorted node carry in each case the greatest current, it is not as bad as a half times greater than the currents in other lines. The result would be the opening of the limiters shown on Figure 6 (40 to 41, 42 to 43, 44 to 45, 46 to 47, 48 to 49, 50 to 51, 52 to 53, 54 to 55, 56 to 57, 58 to 59, 60 to 61, 62 to 63, 64 to 65, 66 to 67, 68 to 69, 70 to 71, 72 to 73, 74 to 75, 76 to 77, 78 to 79, 80 to 81, 82 to 83, 84 to 85, 86 to 87, 88 to 89, 90 to 91, 92 to 93, 94 to 95, 96 to 97, 98 to 99, 100 to 101, 102 to 103, 104 to 105, 106 to 107, 108 to 109, 110 to 111, 112 to 113, 114 to 115, 116 to 117, 118 to 119, 120 to 121, 122 to 123, 124 to 125, 126 to 127, 128 to 129, 130 to 131, 132 to 133, 134 to 135, 136 to 137, 138 to 139, 140 to 141, 142 to 143, 144 to 145, 146 to 147, 148 to 149, 150 to 151, 152 to 153, 154 to 155, 156 to 157, 158 to 159, 160 to 161, 162 to 163, 164 to 165, 166 to 167, 168 to 169, 170 to 171, 172 to 173, 174 to 175, 176 to 177, 178 to 179, 180 to 181, 182 to 183, 184 to 185, 186 to 187, 188 to 189, 190 to 191, 192 to 193, 194 to 195, 196 to 197, 198 to 199, 200 to 201, 202 to 203, 204 to 205, 206 to 207, 208 to 209, 210 to 211, 212 to 213, 214 to 215, 216 to 217, 218 to 219, 220 to 221, 222 to 223, 224 to 225, 226 to 227, 228 to 229, 230 to 231, 232 to 233, 234 to 235, 236 to 237, 238 to 239, 240 to 241, 242 to 243, 244 to 245, 246 to 247, 248 to 249, 250 to 251, 252 to 253, 254 to 255, 256 to 257, 258 to 259, 260 to 261, 262 to 263, 264 to 265, 266 to 267, 268 to 269, 270 to 271, 272 to 273, 274 to 275, 276 to 277, 278 to 279, 280 to 281, 282 to 283, 284 to 285, 286 to 287, 288 to 289, 290 to 291, 292 to 293, 294 to 295, 296 to 297, 298 to 299, 300 to 301, 302 to 303, 304 to 305, 306 to 307, 308 to 309, 310 to 311, 312 to 313, 314 to 315, 316 to 317, 318 to 319, 320 to 321, 322 to 323, 324 to 325, 326 to 327, 328 to 329, 330 to 331, 332 to 333, 334 to 335, 336 to 337, 338 to 339, 340 to 341, 342 to 343, 344 to 345, 346 to 347, 348 to 349, 350 to 351, 352 to 353, 354 to 355, 356 to 357, 358 to 359, 360 to 361, 362 to 363, 364 to 365, 366 to 367, 368 to 369, 370 to 371, 372 to 373, 374 to 375, 376 to 377, 378 to 379, 380 to 381, 382 to 383, 384 to 385, 386 to 387, 388 to 389, 390 to 391, 392 to 393, 394 to 395, 396 to 397, 398 to 399, 400 to 401, 402 to 403, 404 to 405, 406 to 407, 408 to 409, 410 to 411, 412 to 413, 414 to 415, 416 to 417, 418 to 419, 420 to 421, 422 to 423, 424 to 425, 426 to 427, 428 to 429, 430 to 431, 432 to 433, 434 to 435, 436 to 437, 438 to 439, 440 to 441, 442 to 443, 444 to 445, 446 to 447, 448 to 449, 450 to 451, 452 to 453, 454 to 455, 456 to 457, 458 to 459, 460 to 461, 462 to 463, 464 to 465, 466 to 467, 468 to 469, 470 to 471, 472 to 473, 474 to 475, 476 to 477, 478 to 479, 480 to 481, 482 to 483, 484 to 485, 486 to 487, 488 to 489, 490 to 491, 492 to 493, 494 to 495, 496 to 497, 498 to 499, 500 to 501, 502 to 503, 504 to 505, 506 to 507, 508 to 509, 510 to 511, 512 to 513, 514 to 515, 516 to 517, 518 to 519, 520 to 521, 522 to 523, 524 to 525, 526 to 527, 528 to 529, 530 to 531, 532 to 533, 534 to 535, 536 to 537, 538 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705, 706 to 707, 708 to 709, 710 to 711, 712 to 713, 714 to 715, 716 to 717, 718 to 719, 720 to 721, 722 to 723, 724 to 725, 726 to 727, 728 to 729, 730 to 731, 732 to 733, 734 to 735, 736 to 737, 738 to 739, 740 to 741, 742 to 743, 744 to 745, 746 to 747, 748 to 749, 750 to 751, 752 to 753, 754 to 755, 756 to 757, 758 to 759, 760 to 761, 762 to 763, 764 to 765, 766 to 767, 768 to 769, 770 to 771, 772 to 773, 774 to 775, 776 to 777, 778 to 779, 780 to 781, 782 to 783, 784 to 785, 786 to 787, 788 to 789, 790 to 791, 792 to 793, 794 to 795, 796 to 797, 798 to 799, 800 to 801, 802 to 803, 804 to 805, 806 to 807, 808 to 809, 810 to 811, 812 to 813, 814 to 815, 816 to 817, 818 to 819, 820 to 821, 822 to 823, 824 to 825, 826 to 827, 828 to 829, 830 to 831, 832 to 833, 834 to 835, 836 to 837, 838 to 839, 840 to 841, 842 to 843, 844 to 845, 846 to 847, 848 to 849, 850 to 851, 852 to 853, 854 to 855, 856 to 857, 858 to 859, 860 to 861, 862 to 863, 864 to 865, 866 to 867, 868 to 869, 870 to 871, 872 to 873, 874 to 875, 876 to 877, 878 to 879, 880 to 881, 882 to 883, 884 to 885, 886 to 887, 888 to 889, 890 to 891, 892 to 893, 894 to 895, 896 to 897, 898 to 899, 900 to 901, 902 to 903, 904 to 905, 906 to 907, 908 to 909, 910 to 911, 912 to 913, 914 to 915, 916 to 917, 918 to 919, 920 to 921, 922 to 923, 924 to 925, 926 to 927, 928 to 929, 930 to 931, 932 to 933, 934 to 935, 936 to 937, 938 to 939, 940 to 941, 942 to 943, 944 to 945, 946 to 947, 948 to 949, 950 to 951, 952 to 953, 954 to 955, 956 to 957, 958 to 959, 960 to 961, 962 to 963, 964 to 965, 966 to 967, 968 to 969, 970 to 971, 972 to 973, 974 to 975, 976 to 977, 978 to 979, 980 to 981, 982 to 983, 984 to 985, 986 to 987, 988 to 989, 990 to 991, 992 to 993, 994 to 995, 996 to 997, 998 to 999, 1000 to 1001, 1002 to 1003, 1004 to 1005, 1006 to 1007, 1008 to 1009, 1010 to 1011, 1012 to 1013, 1014 to 1015, 1016 to 1017, 1018 to 1019, 1020 to 1021, 1022 to 1023, 1024 to 1025, 1026 to 1027, 1028 to 1029, 1030 to 1031, 1032 to 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1604 to 1605, 1606 to 1607, 1608 to 1609, 1610 to 1611, 1612 to 1613, 1614 to 1615, 1616 to 1617, 1618 to 1619, 1620 to 1621, 1622 to 1623, 1624 to 1625, 1626 to 1627, 1628 to 1629, 1630 to 1631, 1632 to 1633, 1634 to 1635, 1636 to 1637, 1638 to 1639, 1640 to 1641, 1642 to 1643, 1644 to 1645, 1646 to 1647, 1648 to 1649, 1650 to 1651, 1652 to 1653, 1654 to 1655, 1656 to 1657, 1658 to 1659, 1660 to 1661, 1662 to 1663, 1664 to 1665, 1666 to 1667, 1668 to 1669, 1670 to 1671, 1672 to 1673, 1674 to 1675, 1676 to 1677, 1678 to 1679, 1680 to 1681, 1682 to 1683, 1684 to 1685, 1686 to 1687, 1688 to 1689, 1690 to 1691, 1692 to 1693, 1694 to 1695, 1696 to 1697, 1698 to 1699, 1700 to 1701, 1702 to 1703, 1704 to 1705, 1706 to 1707, 1708 to 1709, 1710 to 1711, 1712 to 1713, 1714 to 1715, 1716 to 1717, 1718 to 1719, 1720 to 1721, 1722 to 1723, 1724 to 1725, 1726 to 1727, 1728 to 1729, 1730 to 1731, 1732 to 1733, 1734 to 1735, 1736 to 1737, 1738 to 1739, 1740 to 1741, 1742 to 1743, 1744 to 1745, 1746 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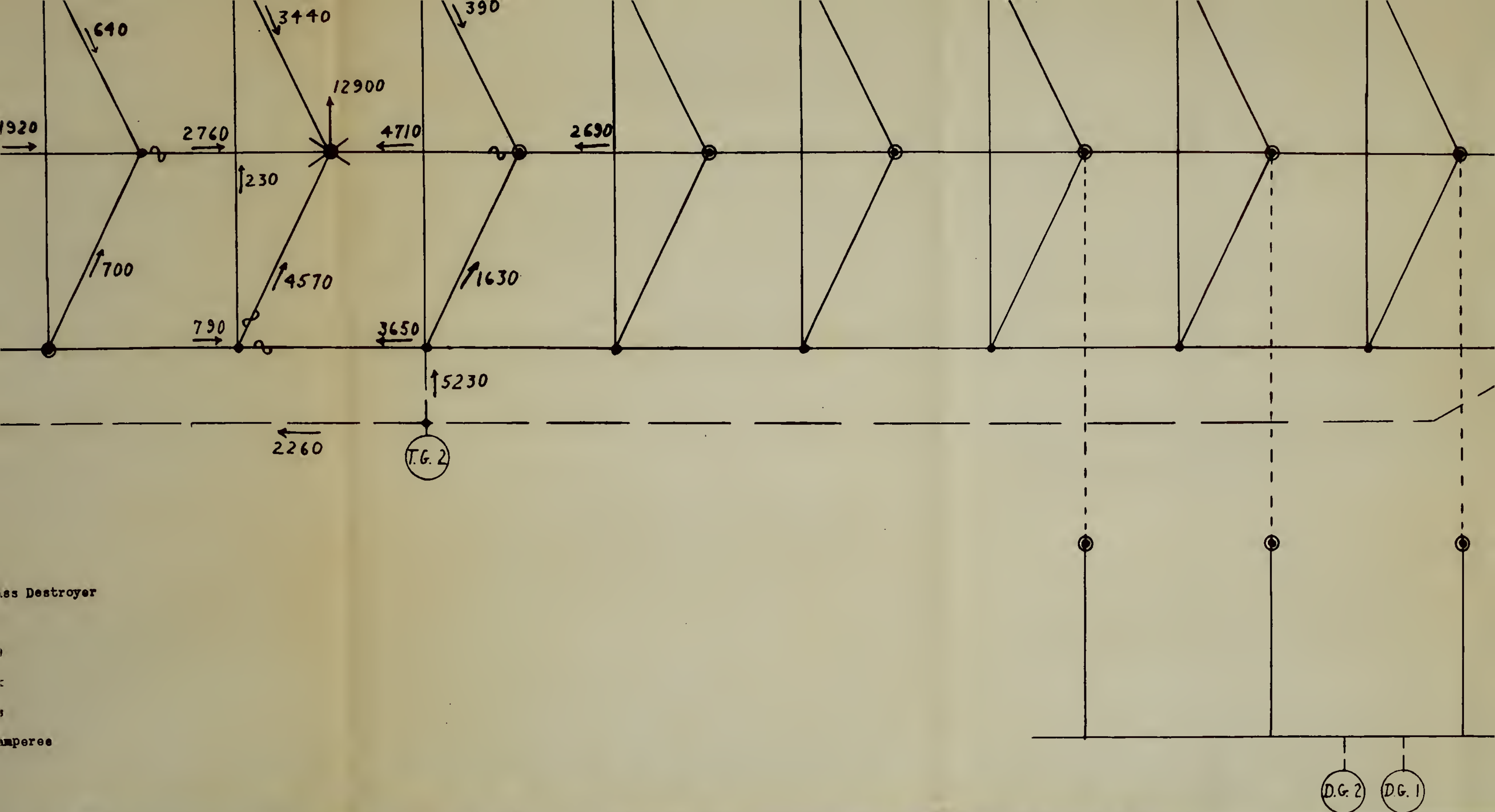
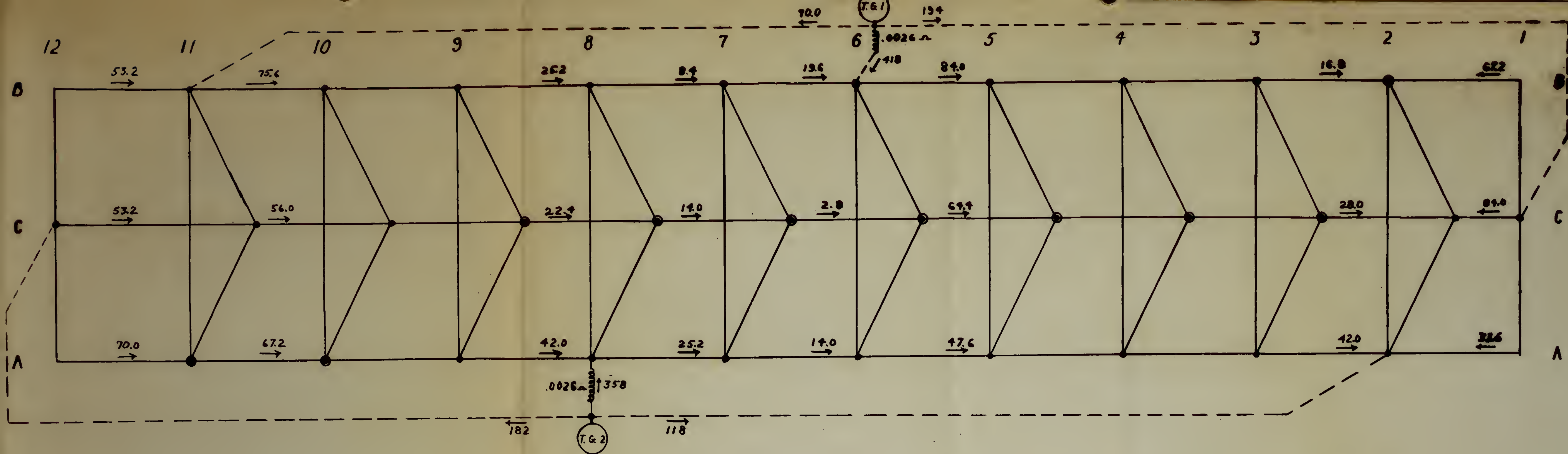


Figure 6



Diagram for the Class Diagram
 Diagram for the Class Diagram
 Diagram for the Class Diagram
 Diagram for the Class Diagram
 Diagram for the Class Diagram
 Diagram for the Class Diagram



Network for 692 Class Destroyer

Generation Plan #3

Normal Battle Operation

THFA 250 in Network

THFA 400 in Feeders

Currents shown in amperes

Vector power:

DG 1 6.4 - j4.4 KVA

DG 2 6.4 - j4.4

TG 1 23.8 - j18.6

TG 2 21.8 - j18.1

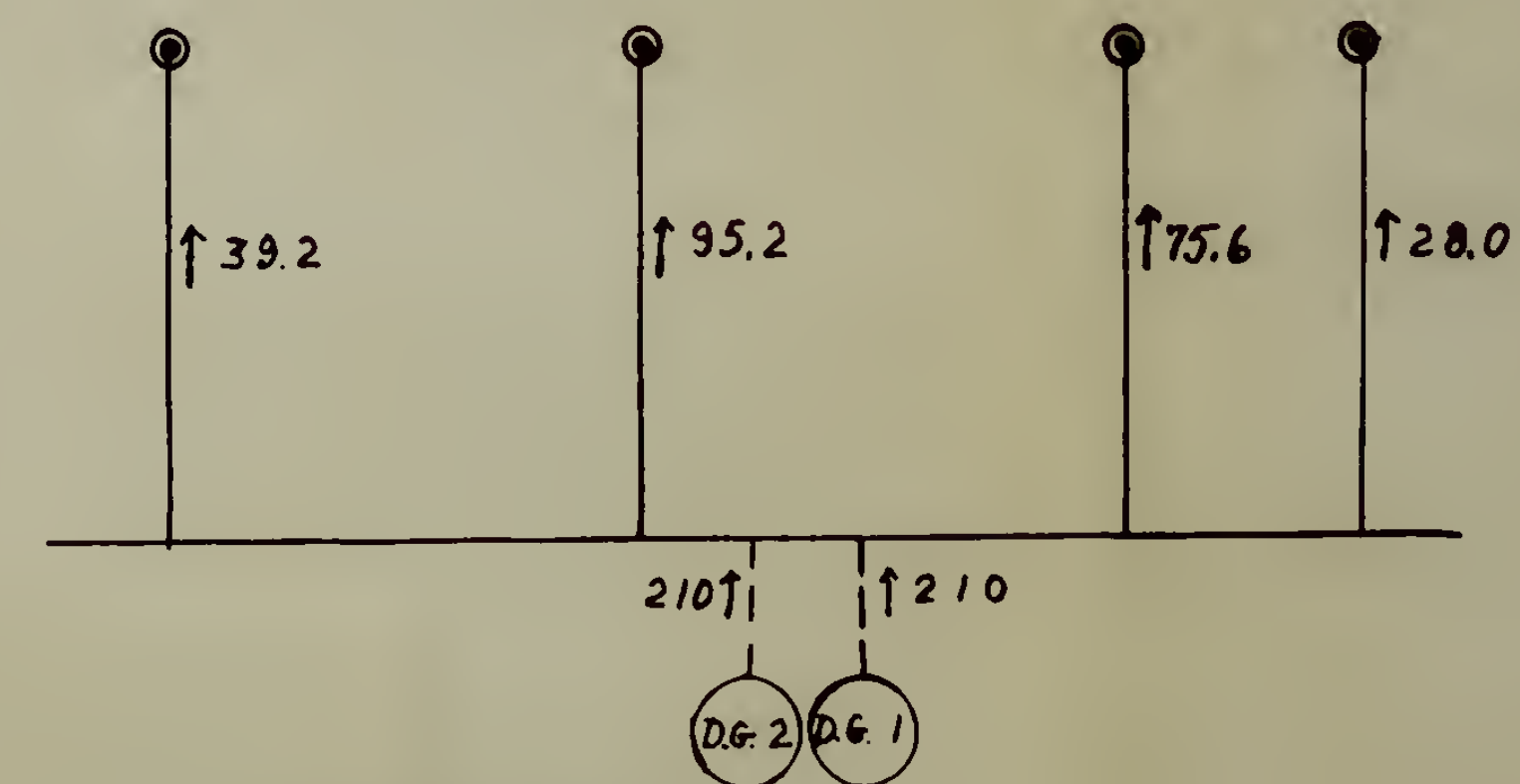


Figure 7

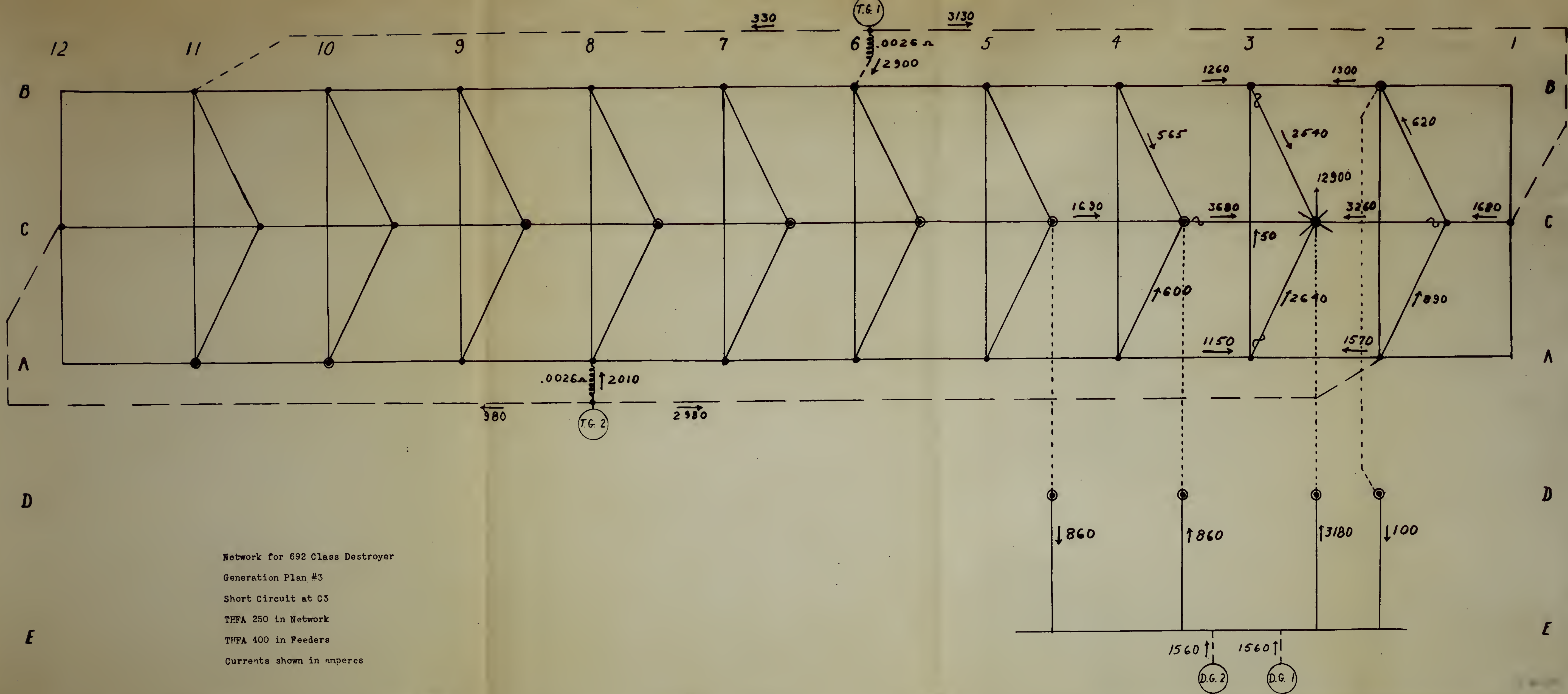


Figure 8

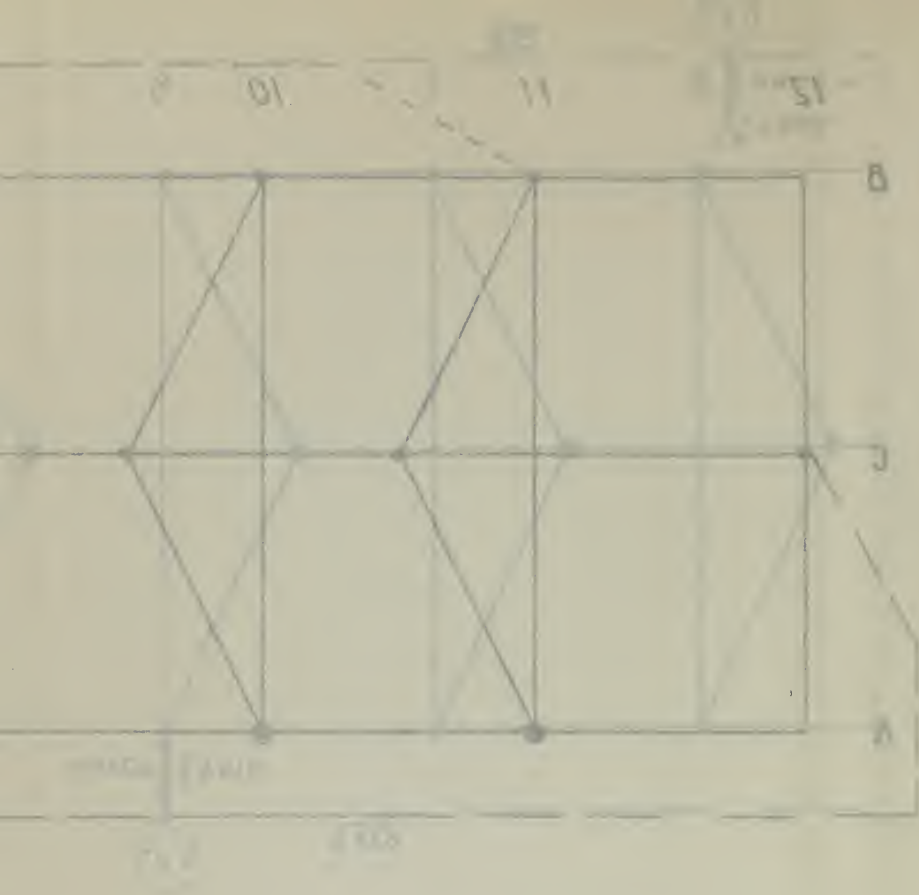


Diagram for 852 Glass Destroyer
 Generalized Plan No.
 Sheet 1100 of 11
 1100 in 1100
 1100 in 1100
 1100 in 1100

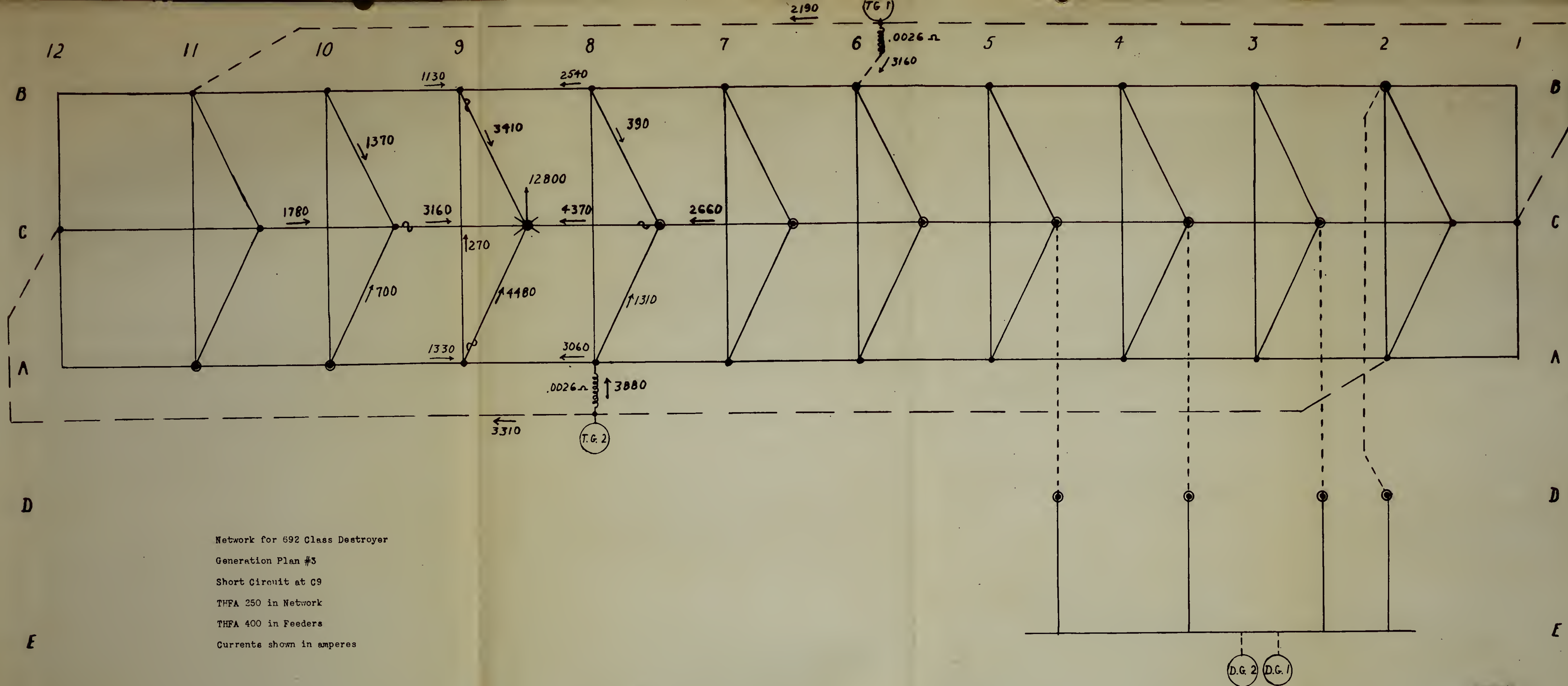


Figure 9

V Discussion of Results

The most noticeable feature of the network is the variation in current loading among the different cables. The more evenly this division can be made among lines performing parallel functions, the smaller the required cable size may be. Some correction may be made within the network itself. Larger ships should always have at least four longitudinal cable runs instead of three. The larger number permits smaller size and the increase in weight in the system (if any) will be negligible. On the other hand the larger number of cables will withstand damage better if the ship is large enough to locate each run where it will not be in the same damage area as another such run. Destroyers represent the borderline case. For the 692 class, the design would be improved by using four lines amidships (Mount 52 to Mount 44 inclusive) with three lines in the finer portions. The arrangement of feeders used from the diesel generators makes an effective substitute for the fourth line in that area.

Cable loading can be reduced if the power is fed into the network at the place and in the quantity locally required. If the power is not apportioned to the local need, there must be current flow away from the area. This would seem to call for locating the generators in the areas of greatest power consumption, except for the fact that location of the turbo-generators is fairly well fixed in Naval vessels by

V Discussion of Results

The most noticeable feature of the network is the variation in current loading among the different cables. The more evenly this division can be made among lines performing parallel functions, the smaller the required cable size will be. Some correction may be made within the network itself. Larger ships should always have at least four longitudinal cable runs instead of three. The larger number permits smaller size and the increase in weight in the system (if any) will be negligible. On the other hand the larger number of cables will withstand damage better if the ship is large enough to locate each run where it will not be in the same damage area as another such run. Distributors represent the bottleneck case. For the 400 class, the design would be improved by using four lines instead of (about 25 to Mount 44 inclusive) with three lines in the liner portions. The arrangement of feeders used from the diesel generators makes an effective substitute for the latter line in that area.

Cable loading can be reduced if the power is fed into the network at the place and in the quantity locally required. If the power is not apportioned to the local need, there must be current flow away from the area. This would seem to call for locating the generator in the area of greatest power consumption, except for the fact that location of the turbo-generator is fairly well fixed in Naval vessels by

the position the engine rooms in the midship section of the ship. As in Figures 3 and 7, this results in light power flow in the sections between the generators with heavy flow toward the ends of the ship. However the location of the diesel generators is more freely selected and they should be placed where they can supply the heavy-load areas with the least current flow.

Whether or not the location of the generators is favorable, feeders carry the power to remote as well as local parts of the network. However because of the greater distances to the further points, current flow is heavier in the shorter feeders. Control of the division of power among the feeders is necessary to equalize the cable loading in the network. Experimentation with the network analyzer showed that it is more effective to increase the impedance of the short feeders than to lower the impedance of the long ones. Lowering impedance means using a parallel cable to a line which is already of very large size. Increasing impedance can be done simply by the use of additional resistance with a loss of about half a kilowatt per generator dissipated as heat. A reactor for high current flow is more cumbersome but would avoid most of the power loss. The optimum size of reactor was not investigated; a variable reactor might even be considered.

Short circuit conditions require that current approach the short from both ends of the network. If this does not

the position the engine room in the midship section of the ship. As in Figures 5 and 6, this results in light power flow in the section between the generator and heavy flow toward the stern of the ship. However the location of the diesel generators is more evenly selected and they should be placed where they can supply the heavy-load areas with the least current flow.

Whether or not the location of the generators is favorable, leaders carry the power to remote as well as local parts of the network. However because of the greater distance to the former points, current flow is heavier in the heavier leaders. Control of the division of power among the leaders is necessary to equalize the cable loading in the network. Experimentation with the network analyzer showed that it is more effective to increase the impedance of the short leaders than to lower the impedance of the long ones. Lowering impedance means using a parallel cable to a line which is already at very large size. Therefore impedance can be done simply by the use of additional resistance with a loss of about half a kilowatt per generator dissipated as heat. A resistor for high current flow is more cumbersome but would avoid most of the power loss. The question also of resistor was not investigated; a variable resistor might even be considered.

Most circuit conditions require that current approach the same from both ends of the network. If this does not

happen, or the current approaching from one end is insufficient, selective operation of the limiters will not take place. Figure 6 is an example of this. Here again the use of a reactor cured the difficulty as shown in Figure 9. Generation Plan #2 (and subsequently #3) was formed when it was realized that it was necessary for damage control reasons to provide more than one feeder to the ends of the network. Otherwise damage to a single feeder could greatly impair the resistance of the network to short circuit.

Load control, which is the prominent feature of the radial system, is entirely absent in the network system. Because the vital load of the 692 class destroyer is located in the forward end of the ship and because of the size of the generators in this class of ship, the problem was simplified. Each main generator could carry the total load of the ship so that load control was not required for them. By placing the diesel generators together in the heavy load area forward and by making it possible to disconnect this part of the network from the rest, the diesels were protected from overload in case of failure of the two main generators. However on larger ships no one generator can carry the whole load of the network. The best arrangement is to have:

- 2 or 3 generators each capable of carrying all the load
- 4 or 5 generators each capable of carrying half the load
- 6 or 7 generators each capable of carrying $1/3$ the load

When damage reduces the number of generators below that needed

happened, the two current directions from one end is shown in Figure 5. The selective operation of the relays will not permit a return to an example of this. There again the use of a network shows the difficulty shown in Figure 5. Generation time is (and approximately 4) was found when it was realized that it was necessary for heavy control systems to provide some kind of leader to the ends of the network. Otherwise damage to a single leader could greatly impair the realization of the network to some extent.

Load control, which is the present feature of the radial system, is entirely absent in the network system. Because the vital load of the QZ class destroyer is located in the forward end of the ship and because of the size of the generators in this class of ship, the problem was simplified. Each main generator would carry the total load of the ship so that load control was not required for them. By placing the diesel generator together in the heavy load area forward and by making it possible to disconnect this part of the network from the rest, the diesels were protected from overload in case of failure of the two main generators. However, on larger ships no one generator can carry the whole load of the network. The best arrangement is to have 2 or 3 generators each capable of carrying all the load or 5 generators each capable of carrying half the load or 7 generators each capable of carrying 1/3 the load. This design reduces the number of generators before that needed

to supply the network, the damage will be so severe that casualty power will probably suffice. Other means of reducing the load have been discussed previously, but all have the drawback of reducing the simplicity of the network.

Increased continuity of power remains the undisputed virtue of the network. However the same continuity plus load control can be had for the radial system loads most requiring it by joining the normal, alternate and emergency feeders to a common bus with the load and near it. By placing inverse power relays at each end of the feeders, load control is retained as well as protection in the case of false operation of one of the relays. The number of loads provided with this "continuous power bus" would necessarily be limited to keep down the number of inverse power relays, and the excess weight probably would not exceed that required for a network system.

The reliability of a network should equal or exceed that of the radial distribution providing its cables are of such capacity that they will not be overloaded when parallel cables are damaged. The network system will weigh more than the radial system so there will be a temptation to design network cables for some condition of loading less severe than the worst possible. Use of inverse power relays may also reduce the reliability of the system if they are not carefully engineered. The use of series-parallel combinations of relays, which has been suggested throughout this thesis, should minimize any ill effects of maloperation.

to supply the network. The danger will be as serious that
considerable power will probably suffice. Other means of reducing
the loss have been discussed previously, and all have the
drawback of reducing the simplicity of the network.

Increased continuity of power towards the radiating
arms of the network. However, the loss continuously
load control can be had for the radial system. In fact
provision is by joining the network, a network and a network
to a common bus with the load and near it. It is
inversely power ratio of each end of the network, load control
is retained as well as protection in the case of failure opera-
tion of one of the relays. The network of loads provided
with this "continuous power bus" would necessarily be limited
to keep down the number of inverse power relays, and the
expense which properly would not exceed that required for a
network system.

The reliability of a network should equal or exceed
that of the radial distribution providing the cables are of
such capacity that they will not be overloaded when parallel
cables are connected. The network system will weigh more than
the radial system so there will be a temptation to design
network relays for some condition of loading less severe
than the worst possible. Use of inverse power relays may
also reduce the reliability of the system if they are not
carefully engineered. The use of relays for this application
of relays, which has been suggested throughout this thesis,
should minimize any ill effects of misoperation.

VI Conclusions

Cable loading in a network is aided by delivering power to various parts of the network in proportion to the power needs of that part. This goal is facilitated when generators can be placed in areas where the heaviest loads exist. Division of power among the various feeders emanating from a generator must also be proper to attain this objective. Increasing the impedance of feeders carrying excess current by means of a reactor was found to be better than decreasing the impedance of feeders carrying a deficiency of current.

Selective operation of limiters in a network, even after damage, requires at least two feeders from different generators to each end of the network. Reactors, which aid in arranging cable loading, also aid in current distribution under short circuit.

Load control is difficult to arrange in a network system. The need for load control can be avoided if the generators are large enough relative to the total load.

Continuity can be attained in a radial system for the loads most requiring it by tying their feeders to a bus at the load and providing inverse power relays on these feeders.

VII Recommendations

The best method, presently feasible, of obtaining improved continuity of power is to connect the load and its feeders to a common bus at the load and to provide inverse power relays at either end of the feeders. This system should be tried in an actual installation.

Study should be continued on network systems as a possibility for future use.

VII Recommendations

The test method, presently feasible, of obtaining improved continuity of power is to connect the load and the conductors to a common bus at the load end to provide inverse power relay at either end of the conductors. This system should be tried in an actual installation.

Study should be continued on power systems as a

possibility for future use.

VIII Appendix

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